

REGULAR MEETING
IDAHO TRANSPORTATION BOARD
May 13 & 14, 2026

The Idaho Transportation Board met at 9:30 AM on Wednesday, May 13, 2026, in Pocatello, Idaho. The following principals were present:

Bill Moad, Chairman
Paul Franz, Member – District 1
Gary Osborn, Vice Chair - District 2
Julie DeLorenzo, Member – District 3
John Bulger, Member – District 5
Scott Stokes, Director
Dave Kuisti, Chief Deputy
Lorraine Dennis, Business Executive to the Board

District 4 Member Mitch Watkins and District 6 Member were unable to attend.

District 5 Tour. The Board toured the Riverton Road Bridge project, I-15 Third Lane projects between Pocatello and Fort Hall and the Inkom corridor bridges.

Open House. A stakeholder outreach session was held at the Chubbuck City Hall in Chubbuck. Member Bulger welcomed attendees and introduced the Board. CD Kuisti provided brief remarks regarding historic investments in transportation and project delivery, adjusting to lower funding levels, and the importance of receiving feedback at today's session. District Engineer Don Durgin provided attendees with an overview of the open house style session and stated his commitment to working with the community on transportation issues. Display boards, ranging from local projects to funding, were placed around the room to facilitate engagement amongst the board, staff, and attendees.

WHEREUPON, the Idaho Transportation Board's open house recessed at 3:00 PM.

May 14, 2026

The Idaho Transportation Board convened at 8:30 AM on Thursday, May 14, 2026, at the District 5 Idaho State Police office in Pocatello, Idaho. Members from the previous day were present. Lead Deputy Attorney General Tim Thomas joined.

Safety Share. Associate Engineer Bo Frasure reported on the importance of temporary traffic control signals and following the posted speed limit.

Board Minutes. Member Bulger made a motion to approve the minutes of April 15 & 16, 2026, seconded by Member DeLorenzo, and the motion passed unanimously.

Board Meeting Dates. The next board meeting is June 16 & 17, in Boise.

Consent Item. Member DeLorenzo made a motion, seconded by Vice Chair Osborn, and passed unopposed, to approve the following resolution:

RES. NO. WHEREAS, consent calendar items are to be routine, non-controversial, self-
ITB26-25 explanatory items that can be approved in one motion; and

WHEREAS, Idaho Transportation Board members have the prerogative to remove items from the consent calendar for questions or discussion.

NOW THEREFORE BE IT RESOLVED, that the Board approves the Local highway block grant rural programming adjustments, Local off system bridge programming adjustments, and Transportation Management Area program adjustment.

1) Local highway block grant rural programming adjustments. The Local Highway Technical Assistance Council (LHTAC) is requesting to advance five projects due to bid savings this year to use the available funding in the Local-Rural program totaling \$5,028,000.

2) Local off system bridge programming adjustments. LHTAC is requesting adjustments to advance a project, delay and add two bridge projects to balance the Local Bridge Program totaling \$3,166,000. The addition of the Whiskey Jack, Bonner County and Cow Creek Road, Idaho County bridges were approved by LHTAC Council in March 2026.

3) Transportation Management Area program adjustment. On behalf of the Ada County Highway District, the Community Planning Association of Southwest Idaho requests to add the 5th Street (design only) project totaling \$1.75 million to the FY26-FY32 Transportation Improvement Program. COMPASS approved the TIP adjustment in April 2026.

Informational Items.

1) Contract awards and advertisements. There were three ITD and zero Local contracts awarded that did not require Board approval for the month of April 2026.

The list of projects currently under advertisement was provided.

2) Monthly report of federal formula program funding through April 30. Idaho received obligation authority (OA) through September 30, 2026, via a continuing resolution passed on February 3, 2026. Current OA is \$364.7 million. Idaho received apportionments of \$421.1 million. Allotted program funding through September 30th is \$441.4 million with \$190.6 million remaining as of April 30th.

3) Professional services agreements and term agreements work tasks report. From March 24, 2026 to April 25, 2026, 19 new professional services agreements and work tasks were

processed totaling \$5,111,472. Thirteen supplemental agreements to existing professional services agreements were processed during this period for \$4,298,726.

Adopt-A-Highway (AAH) Presentation. Member Bulger presented the AAH 2025 Group of the Year Award to the Rotary Club of Preston. The Club adopted a section of US-91 from mile posts 4.7 to 6.9. The Club has been active in the program since 2001. Representatives thanked ITD and the Board for the award.

Director's Monthly Report. Director Stokes thanked staff for their time at the Open House in Chubbuck yesterday and opportunity to visit with community members.

Director Stokes reported on a peer exchange opportunity, employee appreciation week, ITD's Impact Awards, and upcoming retirements. Some highlights included a nationwide department of transportation peer exchange event was held with attendance from all six districts to collaborate on topics such as the future of striping on roadways and best practices. He shared a video produced by Utah Transportation Department. Several events were held in recognition of the Governor's declared Employee Appreciation Week starting May 4th. And as part of those events, ITD's Impact Awards were held virtually for the first time. Of the 89 nominations received, several employees statewide received awards for the nine award categories. Director Stokes honored District 2 Engineer Doral Hoff for his 30 years of service and upcoming retirement along with Lead Deputy Attorney General Tim Thomas' retirement and 28 years of service. He thanked staff for supporting one another and the amazing ITD caring culture.

District Engineer Annual Report. Chief Operations Officer (COO) Todd Hubbard, former District 5 Engineer (DE-5), presented part of the annual report as the new D5 engineer Don Durgin was promoted only 3 weeks ago. COO Hubbard reported on winter mobility, project delivery and major projects. Some highlights included D5's winter mobility rating is 92% - recognizing it was a light winter. They delivered all seven of their programmed projects. He highlighted the I-86/I-15 System Interchange that was a complex transformational project taking three years to complete. The American Falls Pocatello Ave. project is a new alignment from a T-intersection with a steep grade that will also address truck safety needs. COO Hubbard introduced DE-5 Durgin who has been with ITD for about one year prior to his promotion and relocation from Texas.

DE-5 Durgin reported on the I-15, Northgate to Fort Hall project, I-15, Inkom Bridges, and US-30 Rocky Point Wildlife Crossing. Some highlights included the Northgate to Fort Hall south project is done. The southern portion is anticipated to be done by next spring. The Inkom Bridges project is nearing completion with the south done last year and northbound done this fall. Three wildlife bridges will be built on US-30 to help mitigate the 8,000 – 10,000 deer tracked along that traverse. The new Preston Maintenance building will be done this fall.

Quarterly State Fiscal Year 2026 Financial Statements Report. Financial Controller Robbie Swajkoski reported on the third quarter FY26 financials (January - March). He reviewed revenue trends - actuals to forecasts and expenditures for the State Highway Fund (SHF), Highway Distribution Account (HDA), Aeronautics (AERO) Fund, Transportation Expansion & Congestion Mitigation (TECM), and Strategic Initiatives Program Fund (SIPF). Some highlights included revenue to the SHF are coming in strong with 14.5% increase in misc./buyback and just under 2.0% in transfers-ins. The HDA is up by \$4.5M and seeing strong growth with increases in special fuel tax of 8% and truck registration by 16%. Expenditures in the SHF for personnel, there is \$4M in savings due to a light winter. Operating costs are down about \$9M, which includes the State Street facility renovations. Any one-time savings will be transferred to contract construction that will help bridge the revenue gap between FY26 and FY27. Contract construction expenditures are on track. The AERO fund, for aviation and jet fuel tax (up 12%) and state sources (down 13% primarily due to a state plane's brief downtime) in comparison to the revised forecast. There is an internal holdback in place for AERO expenditures to ensure alignment with revenue. Operating costs are \$85,000 below forecast but no real concern and same for capital costs that will include renovations for the Orchard facility. TECM revenue reached \$100M, of which \$81M is going to debt service and remaining balance available for pay-as-you-go (PAUG). Cigarette tax revenue is expected in late May. TECM expenditures pay-as-you-go are \$47.8M – includes \$12M in engineering contracts and \$20M for contract construction. Legislative 2026 actions will not be shown until 4th quarter regarding SIPF transfers (\$45M holdback and interest revenue). The net gain of \$20M is unplanned one-time revenue for FY26 and FY27. The total program balance is \$450.6M. FY26 Year-to-date (YTD) expenditures for GARVEE are \$61.3M and TECM \$280.5M. YTD expenses for the CARES Act funding for public transit are \$400K.

In response to Chairman Moad's question regarding higher jet fuel cost and price increases for state plane ridership, Controller Swajkoski stated he would look into it and report back.

In response to Member Bulger's inquiry regarding the state's interest in doing something similar to the federal government's talks about a federal gas tax holiday, Controller Swajkoski offered his staff is doing a 5-year look back analysis on fuel tax revenue. Chief External Affairs Officer Mollie McCarty stated she is not aware of any legislative action at this point; however, staff will monitor developments that arise for the next session.

FY27-33 Draft Idaho Transportation Investment Program (ITIP) Preparation. Highway Division Administrator Amy Schroeder provided a recap of the Strategic Initiatives Program Fund (SIPF) revenue reduction and the significant impacts to the 7-year ITIP. As a result of the reduction (\$165M per year in the 7-year ITIP), ITD is removing more than \$1 billion of programmed projects and move them into early development, which is an unfunded category of the ITIP. Staff is looking for Board feedback on how to develop the ITIP prior to it going out for public comment. The focus today is on high priority projects whereas last month it was on federally required projects, maintaining bridge and pavement investments (follow up

conversation on investment levels will continue in the coming months), and other elective but critical programs. The Board expressed an interest in keeping project development going to the greatest extent possible because of the collection of additional one-time revenue from bid savings and some under-programming from the start of FY26, additional unanticipated revenue from interest earnings, and carryover into FY27 to do specific high priority projects.

DA Schroeder stated the district engineers (DE) will present their list of high priority projects focusing on development and early acquisition including some construction projects with high impact. Most are pavement and safety projects. DA Schroeder reviewed the revenue highlights and focus areas from the April Workshop noting the topic of bonding and timing. The current plan assumes no bond sale and using that money as TECM pay-as-go instead of debt service. Bonding will be a Board decision with continued conversations at a later date.

DA Schroeder outlined the format where each DE would review their list of high priority projects. She prefaced the immense coordination amongst the DEs that went into the process and the level of difficulty in making tough decisions knowing they all are important projects to communities and stakeholders.

The DEs reviewed their respective Draft Priority FY2027 ITIP Projects (High Priority Projects) as shown as Exhibit 589, which is made a part hereof with like effect. Of special note, the DEs from Districts 1, 3 and 4 mentioned Studies that are included in the consultant agreement approval board item for the following – District 1: Rathdrum Prairie; District 3: SH-44, I-84 to Middleton and District 4: Red Cap Corner to I-84 and US-93, Third River Crossing. The latter study was not included on the high priority project list because funding has already been identified. Also of special note, the District 3 DE highlighted the SH-44, Star Road to SH-16 project shown on his list under construction. Currently, there is no funding shown for that project; however, it is bid ready and could go to construction this summer should funding become available. Total cost is \$10 million for construction only.

DA Schroeder provided closing comments stating not every corridor project was listed because many are prior year funded. More than 80% of the projects listed are early development projects to continue project development and delivery and continued acquisitions and corridor studies.

Chairman Moad offered feedback for each districts' projects and other needs around the state such as SH-21, US-95 between Payette and Weiser, Shoshone to I-84, Gooding to Arco and Mountain Home to Sun Valley.

Member DeLorenzo expressed concerns regarding the defunding of SH-44, Star Road to SH-16 project. Citing by not finishing the ¾-mile project, when the SH-16 to I-84 extension is done, it would create a bottleneck in front of Star's City Hall. She requested reconsideration for that project and flexibility to find funds within District 3's budget.

Director Stokes commented that no decisions are being made today – only feedback. Next month, staff will bring forward a resolution to go out for public comment on the draft ITIP (not approval of projects). The Board will approve the draft ITIP in September. Director Stokes addressed the timing element on bonding, which has yet to be discussed. Projects such as the one Member DeLorenzo highlighted and other capacity and expansion projects that were proposed to be paid for with bonds would be part of a future conversation with the Board. It's not that the SH-44 project was defunded, but rather a lack of determination on bonding and how to reconcile it. There is an interest to bond; however, the timing is tenuous and the resulting available funds would not be enough to sustain over the next five years. Conversation could potentially resume within the year or by next March. The focus now is on keeping the system running smoothly and being ready for when funding becomes available.

Request to Approve Consultant Agreements. State Design Engineer Monica Crider presented the request for agreement authorization for CE&I and design services. The projects, as shown in the resolution, are US-30, Bickell Railroad Overpass by Forsgren Associates; Statewide Asset and Attribute Inventory by Cyclomedia Technology; I-15, UPRR, Blackfoot Interchange by Dave Evans & Associates (DEA); SH-55, Farmway Rd. to Middleton Rd., by Keller Associates; US-93, Third River Crossing Study by Horrocks Engineers; US-95, Rathdrum Prairie Area Transportation Study by HDR Engineering; SH-44, I-84 to Star Rd. Corridor Study by DEA; I-90, US-95 IC, Emma Ave. to Neider Ave. by DEA; and SH-50, Red Cap Corner to I-84 by HDR. Crider reviewed the project background and justification for each and outlined the requested authorization.

Member Bulger made a motion, seconded by Member Franz, and passed unopposed to approve the following resolution:

RES. NO. WHEREAS, Board Policy 4001 requires the Idaho Transportation Board (Board) to
ITB26-26 authorize professional services agreements greater than \$1,000,000 and each
 subsequent cost increase, work task agreements greater than \$500,000,
 cumulative work task agreements on a project greater than \$1,500,000, and
 consultant two-year work task agreements total greater than \$1,500,000; and

WHEREAS, the Idaho Transportation Board has been provided details about each project requesting authorization; and

WHEREAS, funding will be committed to this agreement before they are executed.

NOW THEREFORE BE IT RESOLVED, that the Board hereby grants the authority for professional service agreement(s) as noted in the following table:

KEY NUMBER/ SERVICES	PROJECT NAME	DISTRICT	TOTAL PREVIOUS AGREEMENTS	PREVIOUS AUTHORIZATION	THIS AGREEMENT	TOTAL AUTHORIZATION
21899 ¹ / Design	US-30, Bickell Railroad Overpass, Twin Falls County	4	\$802,651	-	\$447,938	\$1,250,589
22185, 23747, 23755 ¹ / Design	Statewide Asset & Attribute Inventory (SWAAI)	HQ	\$5,328,603	\$5,330,000	\$3,055,173	\$8,383,776
22241, 22242 ¹ / Design	I-15, UPRR, S Blackfoot IC #89 SBL & NBL, Bingham County	5	\$4,187,789	\$4,188,000	\$2,967,270	\$7,155,059
22715 ¹ / CE&I	SH-55, Farmway Rd to Middleton Rd, Canyon County	3 TECM	\$2,506,056	\$2,516,426	\$2,727,485	\$5,233,541
23340 ¹ / Design	US-93, Third River Crossing Study, Twin Falls	4	\$2,354,977	\$2,400,000	\$4,993,211	\$7,348,188
23349 ¹ / Design	US-95, Rathdrum Prairie Area Transportation Study, Kootenai County	1	\$2,267,481	\$2,276,984	\$398,643	\$2,666,124
23630 ¹ / Design	SH-44, I-84 to Star Rd Corridor Study, Ada/Canyon Counties	3	\$3,426,786	\$3,427,046	\$578,031	\$4,004,817
243951 / Design	I-90, US-95 IC, Emma Ave to Neider Ave, Kootenai County	1 TECM	\$10,743,223	\$10,803,571	\$6,921,830	\$17,665,053
247191 / Design	SH-50, Red Cap Corner to I-84 Eval/Design, Twin Falls	4	\$1,992,504	\$1,992,504	\$41,516	\$2,034,020

- 1 Professional Agreements > \$1M
- 2 Work Task Agreements > \$500K
- 3 Cumulative Work Task Agreement for project > \$1.5M
- 4 Consultant Two-year Work Task total > \$1.5M

Division of Aeronautics SFY26 Idaho Airport Aid Program (IAAP) Funding. Transportation Planner Chris Johnson presented the request for SFY26 IAAP funding. Some highlights included funding for the IAAP is primarily through aviation and jet fuel taxes. In SFY25, \$10 million was allocated from the Governor's Community Airport Initiative Grant for capital projects and airport programs. This request is for the remaining \$500,000 to provide funding for nine general aviation airport projects and to Aeronautics for small miscellaneous projects. The Aeronautics Advisory Board endorsed staff's funding recommendations.

Member Bulger made a motion, seconded by Vice Chair Osborn, and passed unopposed to approve the following resolution:

RES. NO. WHEREAS, at the Idaho Transportation Board has the authority to design, construct, ITB26-27 reconstruct, alter, extend, repair and maintain state aeronautical facilities; and

WHEREAS, the Idaho Transportation Board has the authority to expend funds for the construction, maintenance and improvement of public owned aeronautical facilities; and

WHEREAS, the Idaho State Legislature approved \$500,000 through the Governor's 2024 Community Airport Initiative; and

WHEREAS, the Idaho Aeronautics Advisory Board recommended approval of the proposed funding plan at their meeting on April 13, 2026.

NOW THEREFORE BE IT RESOLVED, that Board approves the SFY 2026 Idaho Airport Aid Program in the amount of \$500,000.

BE IT FURTHER RESOLVED, the Board authorizes the Division of Aeronautics to issue grant offers for SFY 2026.

Revisions to Board 4001/Administrative 5001 Policies, Authority to Sign Contracts, Agreements, and Grants and Requirement to Report Certain Contracts. State Design Engineer Monica Crider reviewed the major revisions to Board Policy 4001. Changes included organizational updates, increased thresholds for consultant agreements from \$1 million to \$2 million and for contract awards - adds a qualifier on bids greater than \$500,000 for bids exceeding 10% of the engineer's estimate.

In response to Member Franz' question regarding increasing thresholds and potential authority changes due to the director reporting to the Governor starting July 1, Director Stokes

stated the Board's authority is not changing. The operations and authority of the Board will remain the same. DAG Thomas concurred with Director Stokes' remarks.

SDE Crider reviewed revisions to Administrative Policy 5001 stating they are similar to 4001. Some highlights included the chief engineer will approve the required justification memos for bids that exceed the engineer's estimate by 10% on bids up to \$500,000. District engineers are authorized to approve construction and maintenance contracts for less than \$50,000. The authority matrix for 5001 has also been updated to reflect respective threshold signature approvals.

Vice Chair Osborn made a motion, seconded by Member Franz, and passed unopposed to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Board is responsible for establishing policies
ITB26-28 for the Idaho Transportation Department; and

WHEREAS, Board Policy 4001 and Administrative Policy 5001, Authority To Sign Contracts, Agreements, And Grants And Requirement To Report Certain Contracts, have been updated to address department organizational changes, formatting between policies, Director Memo District delegated bidding authority, and increase agreement and contract thresholds requiring Board Approval; and

WHEREAS, the policy revisions were presented to Transportation Board's Subcommittee on Policies its April 7, 2026 meeting; and

WHEREAS, agreement and contract threshold information was presented to the Board at the April 16, 2026, Board meeting for the Board's consideration; and

WHEREAS, the Board supported increasing agreement and contract thresholds during the April 16, 2026, Board meeting.

NOW THEREFORE BE IT RESOLVED, that the Board approves the revisions to Board Policy 4001 Authority To Sign Contracts, Agreements, And Grants And Requirement To Report Certain Contracts.

BE IT FURTHER RESOLVED, that the Board concurs with the revisions to Administrative Policy 5001 Authority To Sign Contracts, Agreements, And Grants And Requirement To Report Certain Contracts.

Revisions to Board 4024/Administrative 5024 Policies, Public Hearings. Project Manager Angie Heuring outlined the revisions to Board Policy 4024 and Administrative Policy 5024. Some highlights included the last policy revision was in 2013. Many of the changes are administrative updates for clarity, consistency, removal of outdated language and roles. Revisions do not

reduce public involvement but clarifies the difference between when a hearing versus a meeting is required and aligns with authority. Both policies specifically apply to highway projects and related project development. The revision removes the requirement for a public hearing officer. Policy 5024 incorporates ITD's Guide to Public Involvement.

PM Heuring reported an editorial note for the strike-through edits on Policy 4024, Line 81, citing the word "or" should be inserted at the end of the sentence. The final version is correct.

Member Bulger made a motion, seconded by Vice Chair Osborn, and passed unopposed to approve the following resolution:

RES. NO. WHEREAS, the Idaho Transportation Board is responsible for establishing policies
ITB26-29 for the Idaho Transportation Department; and

WHEREAS, Board Policy 4024, Public Hearings and Administrative Policy 5024, Public Hearings were due for review and have been updated to improve clarity, align with current public involvement and public hearing practices, and incorporate public involvement requirements for project development; and

WHEREAS, the updates also distinguish between public meetings and public hearings, clarify when hearings are required or may be waived, and align responsibilities with current organizational structure; and

WHEREAS, the Transportation Board's Subcommittee on Policies concurred with the recommended revisions at its April 7, 2026 meeting.

NOW THEREFORE BE IT RESOLVED, that the Board approves the revisions to Board Policy 4024 Public Involvement and Public Hearings for Project Development.

BE IT FURTHER RESOLVED, that the Board concurs with the revisions to Administrative Policy 5024 Public Involvement and Public Hearings for Project Development.

At the request of Highway Safety Manager Josephine Middleton, Chairman Moad adjusted the agenda to hear the road safety audit item next.

Road Safety Audit (RSA), Soda Springs, Caribou County. District 5 Traffic Engineer Kevin Sonico presented the City of Soda Springs road safety audit reviewing definitions, benefits, process steps, RSA team membership, and the audit location. Some highlights included the RSA was done at the request of the Soda Spring Mayor to address safety concerns in the community and a recent accident. The RSA estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users. The RAS Team includes

local representation along with LHTAC and the Office of Highway Safety. The audit area was US-30 running through town and SH-34 that included a school zone.

Southeast Idaho Council of Government Representative Haley Reed outlined the RSA observations and suggestions for short, mid and long term. Some observations included warning signal ahead signs and lane markings were not very visible either at night or day and some intersections did not have lighting. Consideration for high visibility crosswalk markings and restriping roadways were some recommended short-term solutions and adding advance pedestrian warning signs for crosswalks and evaluating lighting were some mid-term. A suggested long-term solution was to consider constructing bulb-outs at intersections.

In response to Chairman Moad's question regarding improvement cost estimates, Chief Operations Officer Todd Hubbard shared some rough estimates - \$5,000 for a push button and \$40,000 to construct bulb-outs. He stated staff can work with the locals regarding costs.

Zero Fatality Awards, Franklin County. HSM Middleton reported there were seven crash fatalities for the month of April, which is historically low. They are uncertain if increasing gas prices are having an impact on driving and fatalities. In 2025, Franklin County had 175 crashes with zero fatalities. Representatives from Idaho State Police and Franklin County Sheriff's Office were present to accept a Zero Fatality Award. Honorees from emergency medical services and ITD's maintenance crews were invited but not present at the time of award.

2027 Legislative Ideas. Governmental Affairs Manager Colby Cameron reported that in the last few years ITD had focused on specific items that were of benefit to the customer or process improvement. According to the Administrative Procedures Act that codified an 8-year review process of all rules, ITD had three rules this year. Per guidance they received from the governor's office, staff is moving two of the three rules to statute. The two rules are in the DMV area. The first one is for Rules Governing Legalization of Overloaded Vehicles and when they have to come into compliance. There is a small provision asking the vehicle to stop at a port of entry to come into compliance, but depending on load type, they can continue onto a safe place if they are unable to do so. The second is Rules Governing Special Provisions Applicable to Fees of Service to normalize fees that are charged to provide records to customers. Staff will bring proposed draft legislation to the Board in June or July.

In response to Member Bulger's question regarding penalty provisions or fees for overloaded vehicles because they cannot safely unload, GAM Colby stated he understood there may have been some contemplation but would bring that feedback to the team. Chairman Moad commented he thought citations were issued at the ports of entry and added staff should consider enhancing the penalty provision.

GAM Cameron concluded stating there will be some additional work and follow-up regarding HB14 Idaho Cleanup Act that became law.

Executive Session on Legal and Personnel Issues. Member DeLorenzo made a motion to meet in executive session at 11:25 AM to discuss issues as authorized in Idaho Code Section 74-206 (b) and in Idaho Code Section 74-206 (f). Member Franz seconded the motion, and it passed unanimously by roll call vote. The meeting will adjourn at the end of executive session.

The executive session discussions were on department personnel issues. The Board ended executive session at 12:00 PM and whereupon, the Idaho Transportation Board adjourned its regular monthly meeting.

Read and Approved
June 17, 2026
Boise, Idaho

Signed

WILLIAM H. MOAD, CHAIRMAN
Idaho Transportation Board

Lorraine Dennis
Business Executive to the Board

DRAFT PRIORITY FY2027 ITIP PROJECTS

Other priority projects will continue with prior year funds.

Table shows projects with additional funding needed in FY26 and/or FY27.

District 1 Proposed Priorities	FY26	FY27	FY28-33
Studies/Planning/Early Development			
Rathdrum Prairie Area		2.0	
Project Development			
I-90/US-95 Interchange		6.0	
D1 District Wide Turnbays		0.2	
SH-53, Washington St Line to Hauser		0.7	
Land Purchase			
I-90/US-95 Interchange		13.0	
SH-53, Washington SL to Hauser Lake Rd		1.5	
Construction			
I-90 Critical Culvert Replacement		7.0	
	0.0	30.4	

District 2 Proposed Priorities	FY26	FY27	FY28-33
Studies/Planning/Early Development			
US-95, Palouse Region		2.0	
Project Development			
US-95, Red Duck Lane Turn Bays	0.15	0.15	
US-95, Rodeo Dr to Estes Rd, Moscow	0.15		
US-12, Valley View to Kooskia Widening		0.2	
US-95, Culdesac Canyon Passing Ln Ph 4		0.04	
US-95, D2 Traffic Signal Upgrades		0.05	
US-95, Freeze Rd to BePlate Rd SB Pass Ln		0.03	
US-95 Jct SH 6 Potlatch Intersection		0.30	
Land Purchase			
US-95, Rodeo Dr to Estes Rd, Moscow		0.36	
US-95, Freeze Rd to BePlate Rd SB Pass Ln		0.075	
US-95, Mission Cr to Golden Eagle Ln		0.45	
Construction			
US-95 and W Main St Jct Improvement		0.38	
	0.3	4.0	

District 3 Proposed Priorities	FY26	FY27	FY28-33
Studies/Planning/Early Development			
SH-44, I-84 to Middleton		5.0	
South Ada & Canyon Connectivity		2.0	
I-84, Boise to Mountain Home			
Project Development			
I-84 Mobility Improvements	5.0	15.0	
I-84, Mountain Home (MP90-95)		7.0	
SH-55, Pear to Farmway		2.0	
I-84, Black Canyon to Sand Hollow		2.0	
SH 44, Duff Lane Intersection		0.3	
Land Purchase			
SH-16, SH-44 to Beacon Light		10.0	
SH-55, Sunny Slope Curve		7.5	
SH-55, Pear to Farmway		12.5	
US-30/US-95 Jct, Fruitland		1.0	
SH-55, Rainbow Bridge		0.3	
I-84, Exit 25		1.0	
Construction			
SH-44, Palmer Lane Intersection		1.2	
SH-44, Star Rd to SH-16		0.0	
	5.0	66.8	

DRAFT PRIORITY FY2027 ITIP PROJECTS

Other priority projects will continue with prior year funds.

Table shows projects with additional funding needed in FY26 and/or FY27.

District 4 Proposed Priorities	FY26	FY27	FY28-33
Studies/Planning/Early Development			
SH-50, Red Cap Corner to I-84		5.0	
Project Development			
Blue Lakes and Pole Line Intersection		5.0	
Land Purchase			
Construction			
SH-75, RAISE Grant Match		3.1	
US-93, Hollister to 3250		9.0	
US-93, Jerome Butte to R Canal		1.0	
2nd SB Lane at Beech, Bellevue	0.2	1.3	
	0.2	24.4	

District 5 Proposed Priorities	FY26	FY27	FY28-33
Studies/Planning/Early Development			
I-15, 5th Street Interchange		0.3	
Project Development			
I-15, US-26 IC & UPRR Bridge St			
I-15, S 5th IC to Clark St IC		0.8	
Land Purchase			
Construction			
US-91, Park Lawn to Siphon Rd		12.2	
	0.0	13.2	

District 6 Proposed Priorities	FY26	FY27	FY28-33
Studies/Planning/Early Development			
US-20, County Line and Rigby Access Study		2.0	
Project Development			
Land Purchase			
I-15/US-20 Interchange		30.0	
Construction			
	0.0	32.0	

TOTAL FY26/FY27 PROJECT NEEDS	5.5	170.8	0.0
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